

Public Hearings – September 2010

Interstate 10 Corridor Study

Junction I-8 to Tangerine Road



Project Team

Key Team Members

Ken Davis – Federal Highway Administration (FHWA)

Mary Frye – FHWA

Aryan Lirange – FHWA

Todd Emery – ADOT Tucson District

Victor Yang – ADOT Project Manager

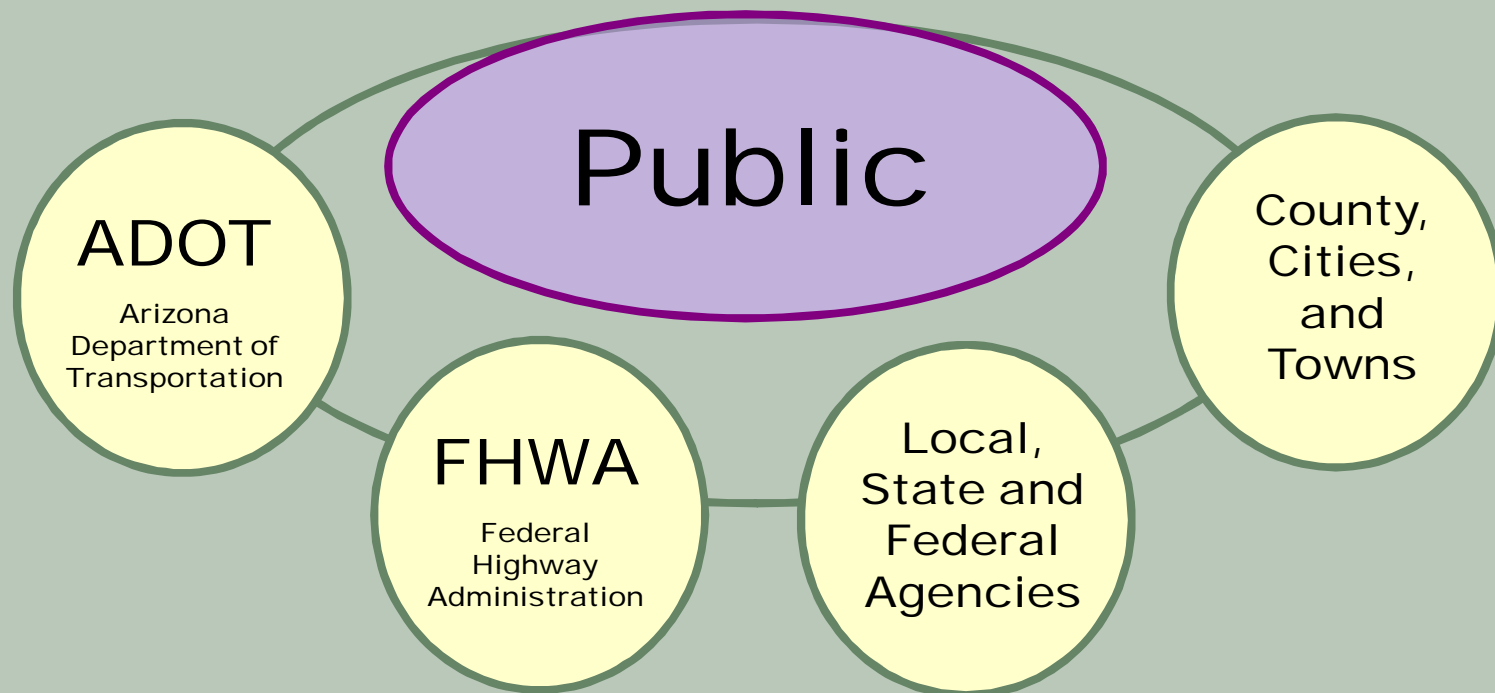
Paul Baumgardt – ADOT Environmental

Pete Mayne – ADOT Right of Way

Linda Ritter – ADOT Communications



Project Partners and Stakeholders



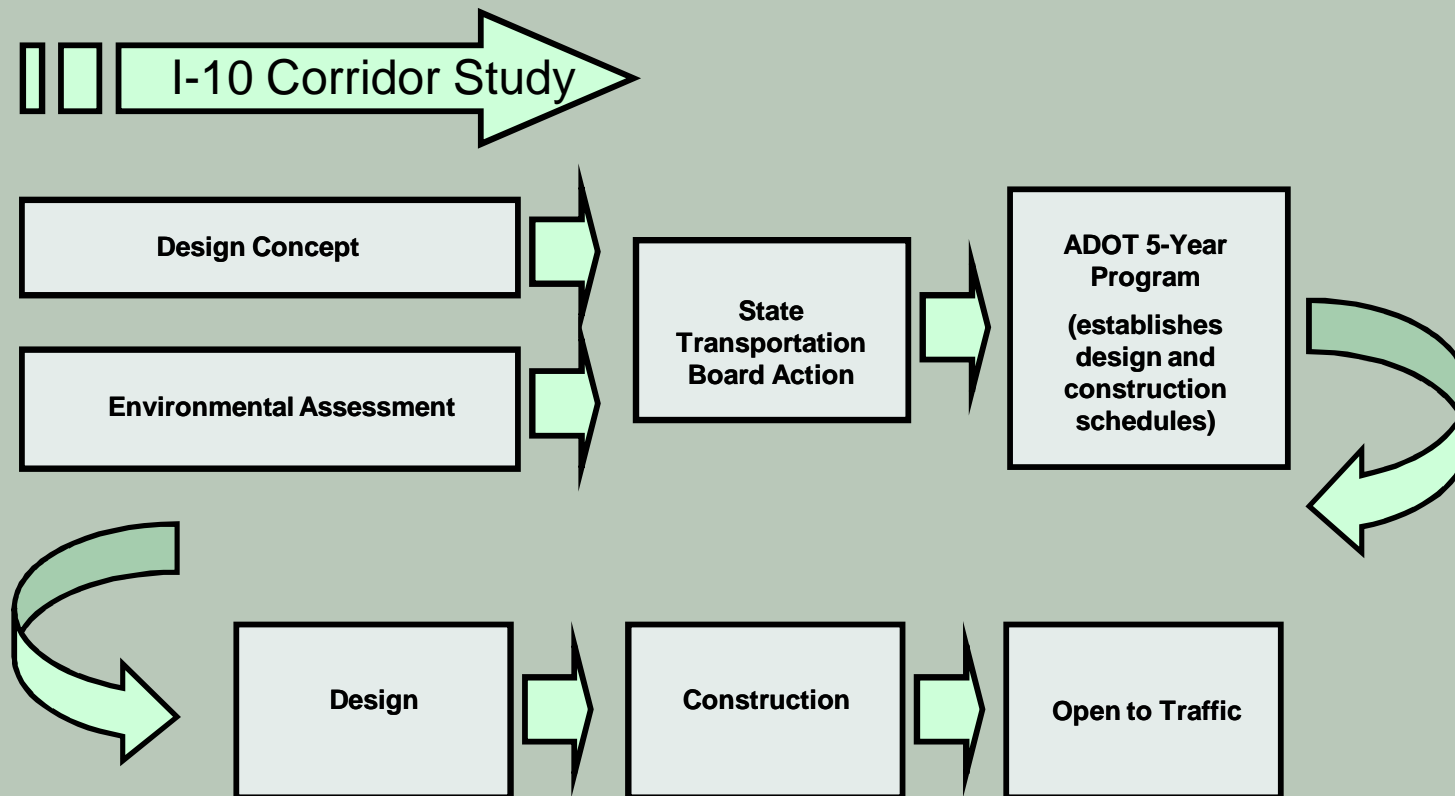
Hearing Format

- Overview of the recommendations from the Interstate 10 Corridor Study
- Questions and Comments
 - Please fill out a Question Card if you have any questions or comments to be addressed
- “Open House” Format – Following this presentation project personnel will be available to provide further information
- Comments must be submitted to ADOT by 5PM on October 14th
 - Written comments – please use Comment Cards
 - Verbal comments – statements will be documented by the Project Recorder
 - E-mail comments – www.i10tucsondistrict.com

Information available tonight

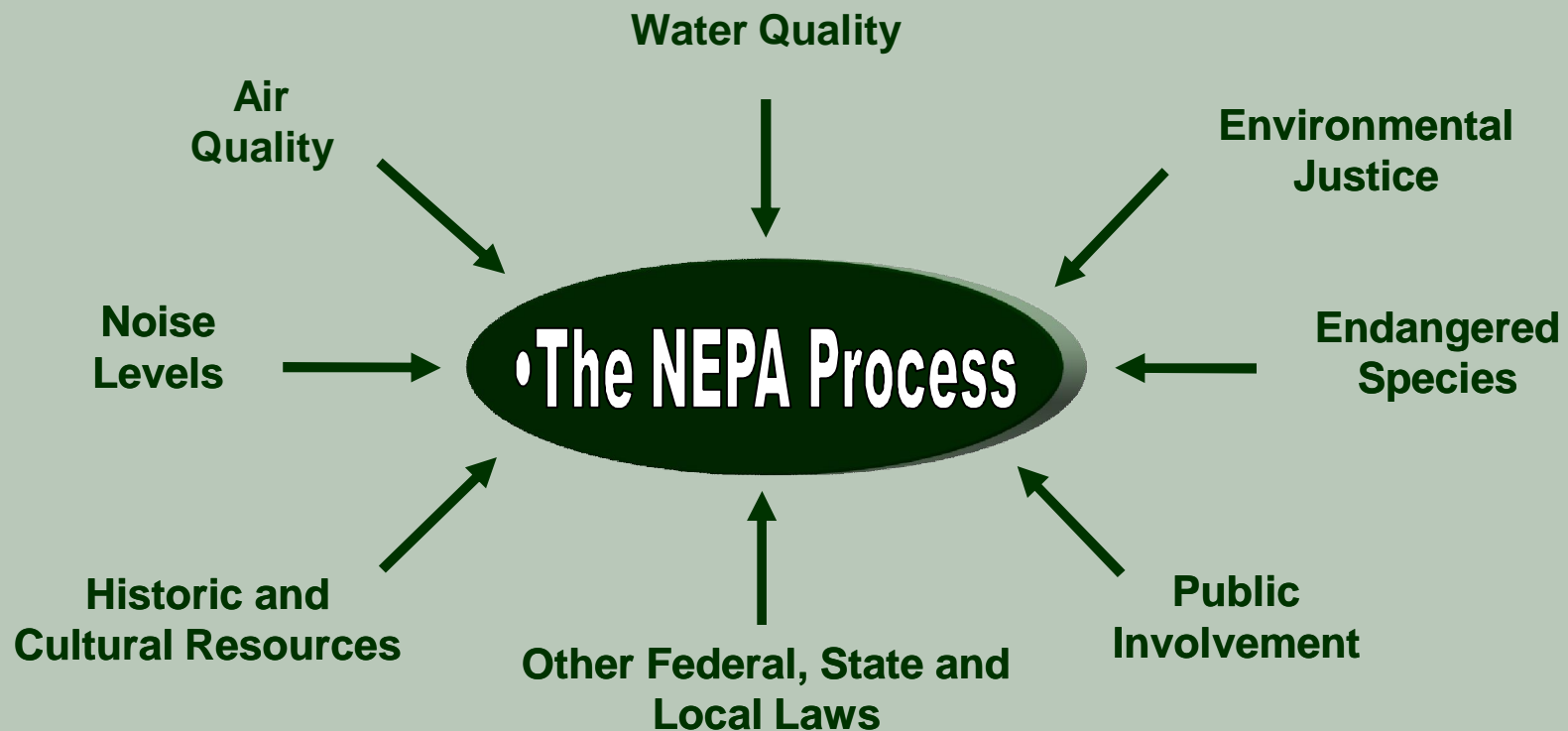
- Design Concept - Recommended Plan for the Corridor
 - Number of lanes and Right-of-Way needs
 - Interchange layouts and locations
 - Crossroad alignments
- Environmental Assessment
 - Evaluates the social, economic, environmental, and other impacts of the project
 - Documents the mitigation measures required to implement the project
- Plans will be finalized after the Public Comments are reviewed and analyzed

ADOT Development Process

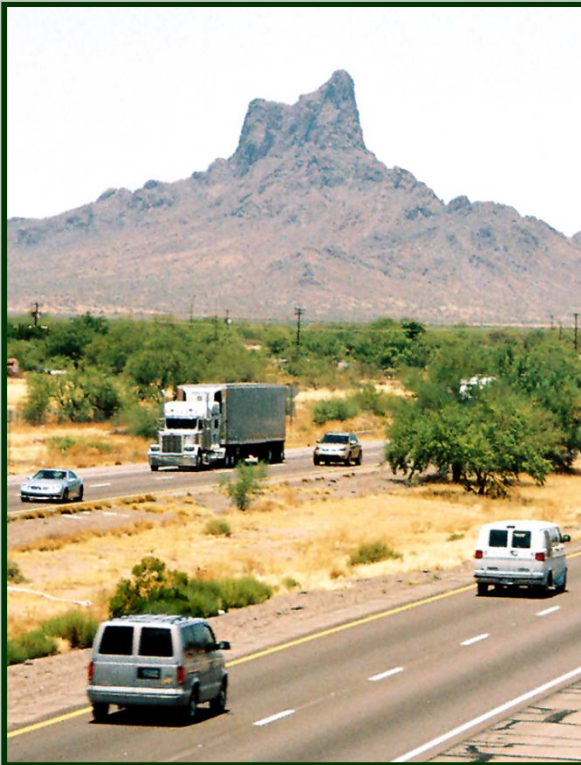


Environmental Assessment

This study included an environmental process that follows the National Environmental Policy Act (NEPA)



Project Purpose and Need



Why is this project needed?

- To provide additional roadway capacity for expected future traffic growth
- Provide a parallel route to I-10 for emergency and local access
- To upgrade access ramps and acceleration/deceleration lanes within the I-10 Corridor
- To support objectives of the CANAMEX Trade Corridor which includes this important segment of I-10

Social, Economic, Natural and Cultural Environment

Environmental Resources have been analyzed and documented in the Environmental Assessment:



- Land Use
- Social and Economic Resources
- Historic and Cultural Resources
- Parks and Recreational Areas
- Air Quality
- Wildlife
- Water Resources
- Noise

Noise Assessment

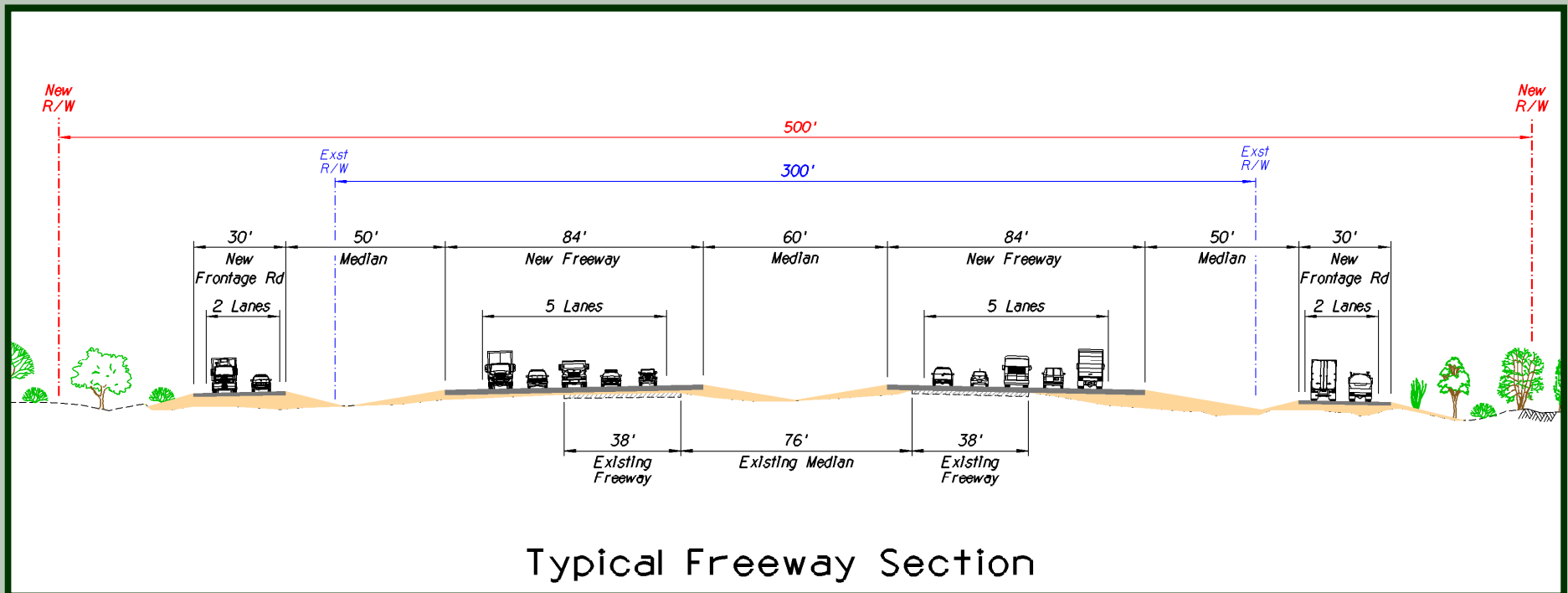
Noise Wall Recommendations

- Preliminary recommendations based on future traffic volumes and preliminary design
- Further evaluation will be conducted during the final design process

Noise Wall	Location of Proposed Noise Wall	Height (ft)	Length (ft)
1	RV Park east of Sunland Gin Rd, Eloy	20	820
2	RV Park west of Toltec Rd on Tonto Rd, and residences on Lee St., Eloy	20	3,830
3	RV Resort east of Picacho State Park	20	2,890
4	Estes Elementary School near I-10, Marana	20	2,640

Interstate 10 – Proposed Ultimate Widening

- Plan to widen the freeway to 5 lanes in each direction to meet future traffic demand
- Maximize future expansion options with an open median
- Continuous one-way frontage roads on both sides of the freeway



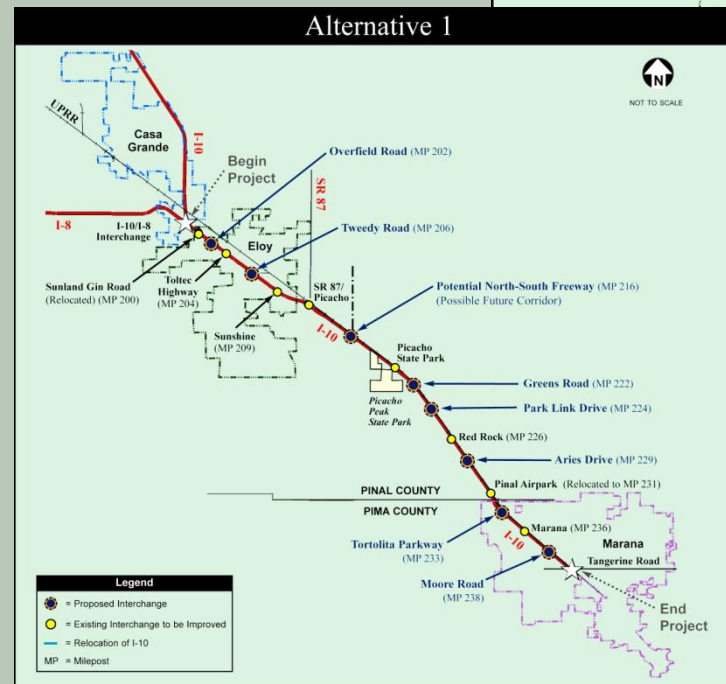
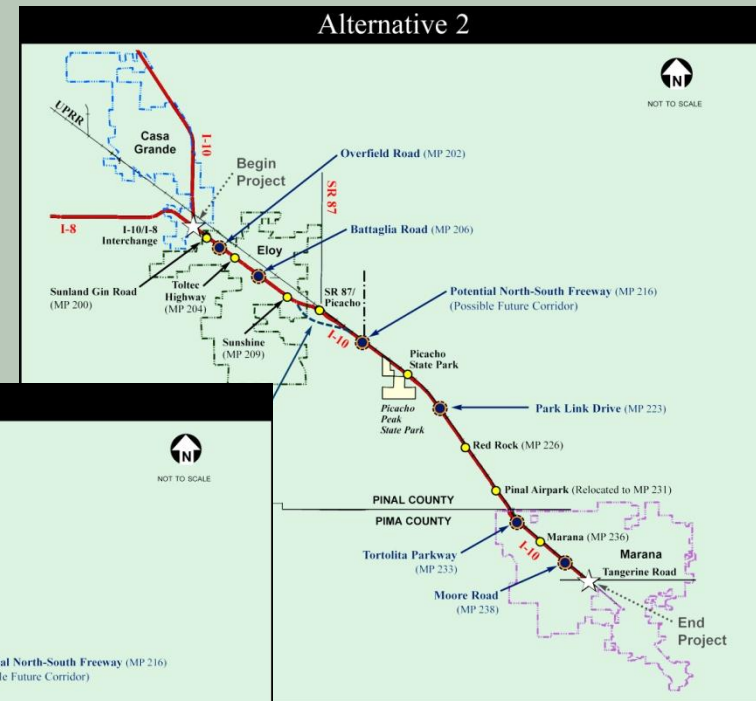
Interim Widening Projects

- Widen Freeway to 3 lanes in each direction - Underway
- Wider bridge at Picacho Peak Road - Completed
- Realignment of freeway through Picacho – In Design
- Reconstruction of SR 87 Interchange – In Design
- New interchange at Selma Highway – In Design



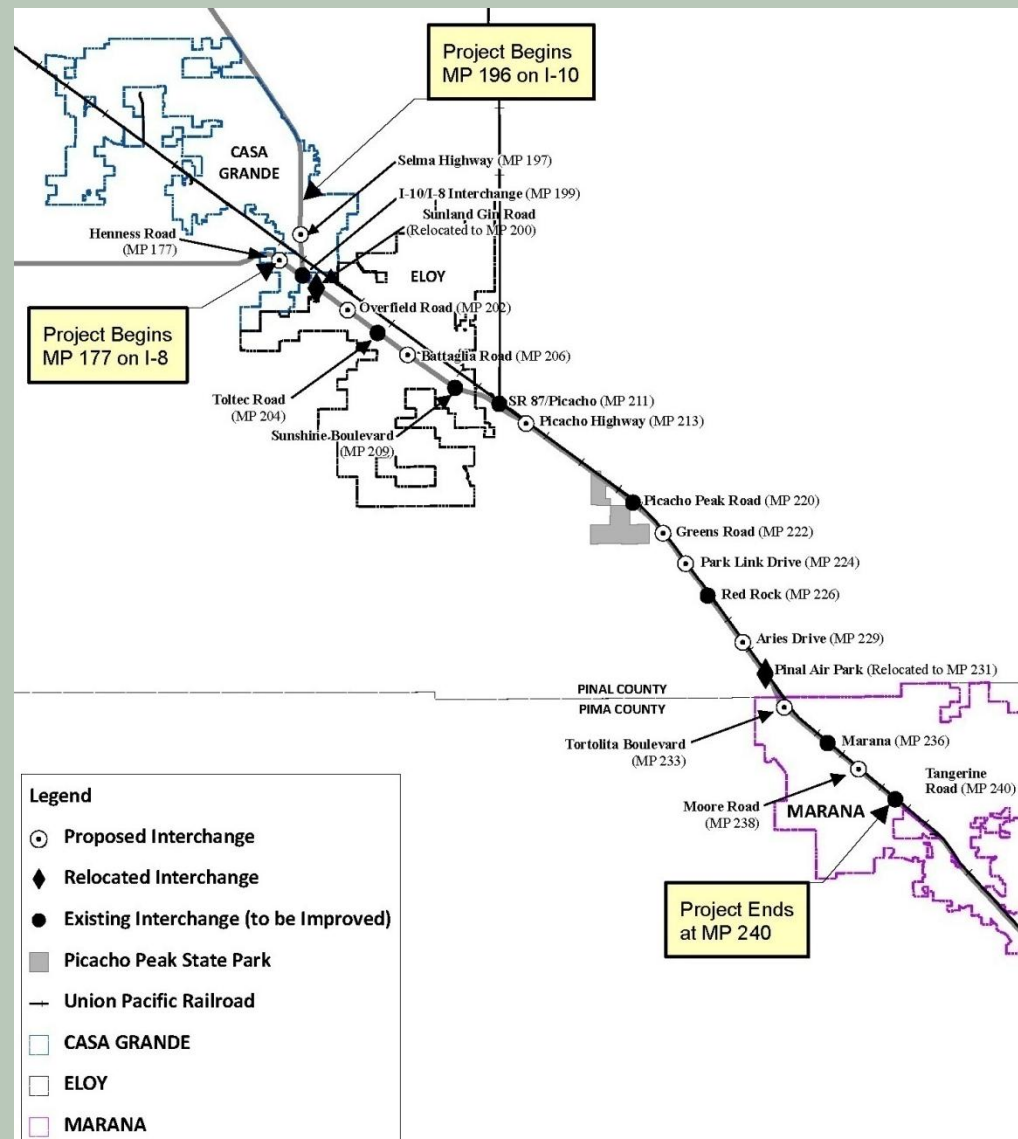
Alternative locations for Interchanges

- Reviewed traffic and engineering studies
- Completed environmental review
- Recommendation was based on this information



Preferred Interchange Locations (see handout)

- Provision for nine new interchanges along I-10 within project study area
- Relocation of the Sunland Gin Road interchange (MP 200)
- Relocation of the Pinal Air Park interchange (relocated to MP 231)
- Provision for a new interchange along I-8 at Henness Road (MP 177)



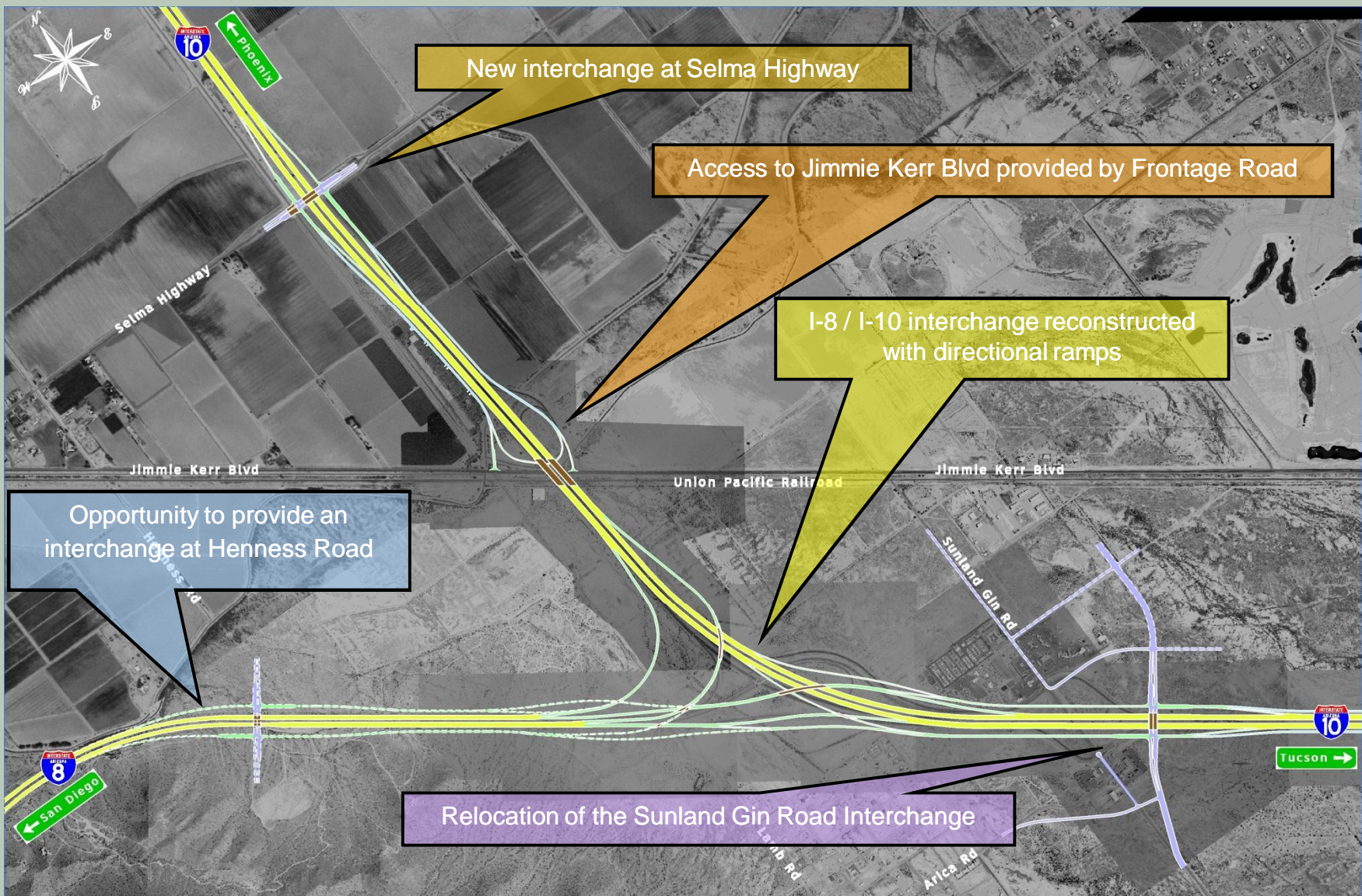
I-10 / I-8 System Interchange

- Future traffic volumes are expected to exceed current capacity of this interchange
- Loop ramp design for eastbound I-8 to westbound I-10 traffic does not meet current design standards
- Spacing between I-8 Interchange and adjacent interchanges is insufficient for traffic volumes

Existing I-10/I-8 System Interchange



Preferred I-10 / I-8 System Interchange



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Advantages of preferred alignment through Picacho

- Improves freeway safety by reducing the number of curves along I-10
- Improves roadside safety by eliminating a substantial length of elevated freeway
- Eliminates most visual impacts of the freeway by removing existing embankment
- Relocates the freeway along the UPRR mainline which consolidates a major freeway and major railroad into one corridor
- Reconstruction of the SR 87 Interchange and realignment of the freeway would be scheduled with the interim widening projects, improving access to the area

Overview of Preferred Plan

- Expand freeway to 5 lanes in each direction with parallel frontage roads over several construction stages based on traffic demand
- Open median through much of the corridor improves safety and provides flexibility
- Provision for nine new interchanges along I-10, and a new interchange along I-8 at Henness Road
- Reconstruction or relocation of all existing interchanges, including the I-10/I-8 System Interchange
- Relocates the freeway through the community of Picacho

The Preferred Plan meets the project needs by accommodating future traffic, providing parallel access along frontage roads, and improving access at traffic interchanges.



Public Contact Information

Please share your comments with us tonight or by:

- Mail

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